

Hongkong Daily Press.

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LIMITED,

THE HONGKONG DISPENSARY,

HONGKONG.

Hongkong, 31st May, 1901.

[35]

The Daily Press.

HONGKONG OFFICE: 14, DES VIGUE ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 4th June, 1901

DURING the long and tedious negotiations which have been progressing during the greater part of the current year with regard to the means by which China is to meet the claims made on her by the various foreign Powers, the question of *lekin* dues has been largely discussed. The Chinese offer early last month to find 450,000,000 taels for payment of the Powers' demands included a sum of no less than 2,000,000 taels from *lekin* taxation. Were the indemnity question less complicated than it is, the Powers, or at least such of them whose interests in China are commercial, not political, would no doubt press for an immediate abolition of this system of taxation. In connection with this matter, certain remarks which appeared in our Shanghai morning contemporary, the *North-China Daily News*, may well be quoted. "It has been laid down 'some time ago,' says the Shanghai journal, 'by foreign merchants engaged in the China trade that they would make no objection to a reasonable, even a considerable, increase in the Customs tariff, if *lekin* were abolished altogether. To this our Government should strictly adhere. It should set its face like a flint against any manipulation of *lekin* such as confining it to native goods, or collecting it in certain places through the Foreign Customs. *Lekin* as a form of taxation is so essentially bad that no manipulation of it can make it tolerable; the only admissible course is to do away with it altogether. Like our own income tax, *lekin* is a modern tax, introduced some fifty years ago for a temporary purpose, to provide funds for the suppression of the Taiping Rebellion; and again like our own income tax, it has been kept on long after its original purpose was satisfied. Its currency is associated with 'half a century of decay and retrogression everywhere in China except at the treaty ports, and it is as unprofitable to the central government of China as it is vexatious to the native trader. We strongly deprecate any manipulation of it in connection with the indemnity, because the result would inevitably be to make it a permanent curse to the country, and so entrench it that future attacks on it by the mercantile community will be defeated beforehand."

It is perhaps hardly necessary to quote instances in support of the assertion that *lekin* is inimical to the expansion of trade. Residents in South China are well enough acquainted with the facts of the case to dispense with the piling up of instances. With the conclusions of our contemporary whom we have quoted above, none will, we imagine, be disposed to disagree; nor yet with the remarks which follow. "Unless a 'well-paid and vigilant foreign official,' continues our contemporary, 'is stationed at each of the thirteen hundred magistrates in China, it will be impossible for the Customs or any similar board to protect the native trader from extortion, as long as *lekin* is allowed to exist in any shape. If it were arranged that the Customs should collect the *lekin* at the 'treaty port on other imports, as is done with opium, an exemption certificate being granted, as long as *lekin* exists in the interior there would be officials to examine these exemption certificates, as the cargo passed their stations, and they would necessarily get their pay by 'stimulated, and we know that to increase the exports of the country, it is imperative to abolish *lekin* and all inland and transit dues of whatever nature, whatever supposed safeguards may be adopted in their collection. Merchants could afford to pay on a scale of fifteen per cent. *ad valorem* on imports and exports if all inland taxation were honestly suppressed; and as it must be remembered that it would cost the Imperial Maritime Customs no more to collect fifteen per cent. than five per cent., any gross increase in the amount they collect will be equivalent to a net increase in inland taxation.' There is, of course, a large number of officials now employed in connection with the *lekin* collection, while the provinces themselves derive large revenues from the money thus accruing to them. A large proportion of the increase in the Imperial Maritime Customs tariff would have, therefore, to go to the provincial authorities, while it can be held certain that the expansion of trade resulting to China from the establishment of a new regime would enable the displaced officials to find employment in more honourable situations. The inconvenience and injustice of the old system has been a commonplace for very many years. We hope that among the improvements introduced by the settlement of Chinese affairs, it is not yet too late to look for a final condemnation of the *lekin* system."

Mr. W. J. G. Whitley has been appointed Consul at Hongkong for Peru.

The return of visitors to the City Hall Library and Museum last week showed that 195 non-Chinese and 53 Chinese visited the former institution, 62 non-Chinese and 1,170 Chinese the latter.

The Telegraph Companies notified us yesterday afternoon that owing to the interruption of the Poochow-Shanghai cable, there will probably be considerable delay on telegrams to and from North China and Japan.

The state of affairs engendered by the present epidemic of plague in the Colony is having a very bad effect on Chinese generally, and is much felt by all foreigners employing native labour, workmen running away as soon as they receive their pay. Yesterday morning we noticed a hard-working medico, who has been much engaged of late in dealing with plague cases, being trundled round town in his ricksha by a decrepit old coolie, his private coolies having disappeared.

A correspondent says:—Yesterday morning, about half-past seven o'clock, on my way to business, I saw in Praya East, just above the Naval Canton, a row of about twenty dead rats spread out in the roadway. They had been picked out of rubbish by dust coolies, who were awaiting the arrival of a sanitary inspector to have the rats counted and the reward paid offered by the Sanitary Board paid over. The rats were all very much decomposed, and the stench was frightful.

At the offices of the Public Works Department yesterday afternoon Mr. G. J. W. King offered for sale by public auction two lots of Crown land, one situated in Victoria (Barker Road) and the other in Mong Kok Tsui, Kowloon. The former, known as Rural Building Lot No. 107, is 11,949 square feet in contents, and has an annual rental attached of \$93. The purchaser, Messrs. Danison and Ram, paid \$1,456 for the lot—\$20 above the upset price. Kowloon Inland Lot No. 1,127 (contents in square feet, 1,300 annual rental, \$16) fetched \$1,820, Mr. E. M. Hazledar being the buyer. The upset price was \$1,800.

During the 48 hours preceding noon yesterday there were reported 57 fresh cases of plague (53 Chinese, and 4 other Asiatics) and 49 deaths (47 Chinese, 2 other Asiatics). The returns show that the cases are distributed over the Colony, and are not confined to any particular district. Two other children, one three years and the other nine months, of the Portuguese sanitary foreman who with two of his family was recently removed from his home in Battery Street, Yumati, suffering from the disease, have succumbed. This makes in all four deaths in the one family. All the European patients are still doing well. The *Parson* caretaker of the City Hall is in a various condition.

The latest Straits papers to hand give the week's mortality there as 205 deaths on the total population, or 43.22 per 1,000.

It is stated that Lieut.-Colonel Futov, the United States representative on the Tientsin Administration Yamen of the Allies, has resigned and sailed for America.

H.M.S. *Lizard* is leaving very soon for Singapore, probably on her way back to the Australian station, whence she was borrowed during the Chinese crisis last year.

Apart from plague cases last week (of which there were 215—161 in Victoria—with 207 deaths), there were reported 2 cases of enteric fever and one of small-pox, the latter proving fatal.

A brisk rice trade is now springing up between Saigon and Madagascar. The other day a German steamer left Saigon for Tananarive with a full cargo of grain. Optimists hope great things from this new commercial departure.

The Hon. Treasurer of the Alice Memorial and Netherese Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—
A Patient \$10
J. G. P. 6

We understand that the Chinese in the Colony intend petitioning H.E. the Governor to be allowed to return to their homes in the country should they be seized with plague or other infectious diseases. The granting of such a petition, it is not necessary to point out, would be a breach of the Venice Convention.

The strictness of the opium-smuggling laws at Saigon lead to great hardship when the drug is hidden, as is often the case, on board vessels without the knowledge of the master, who for all that is held responsible. This happened a few weeks ago to a German steamer at that port. The master had to give security amounting to 15,000 dollars to answer the charge before he could leave the port.

Epidemics of so-called "quene-cutting" have on various occasions caused panic in China. The natives have as a rule attributed the outrage either to "foreign devils" or to the White Lily society. A Japanese doctor, however, according to the Chinese native papers, has discovered that the loss of a quene may often result from the action of a microbe which is found on flies and rats. Perhaps the "head-disease" which ravaged Formosa was of the same origin.

Commenting on the censorship exercised by the police authorities in suspending some of the Japanese papers for publishing the programme of the new Socialist Party, the *Japan Herald* says:—After careful perusal of the manifesto, we fail to see how its publication could possibly be regarded as inimical to peace and order. The prohibition is absurd. Day after day, scurrilous personal abuse of the most vulgar description is absolutely ignored, but the academic expression of socialistic principles, which are discussed as mere matters of course in Europe and America, at once elicit this extraordinary order.

The Governor-General of Indo-China has ratified a convention conceding to M. Potal, civil engineer, an annual subvention of \$12,000, equal to 1,080,000 per sea league for fifteen years for a French line of steamers between Bangkok and Singapore. The contractor undertakes to perform a weekly service between those ports with three steamers of 400 tons net, and a maximum draught of 13 feet. They may be built abroad, but must carry the French flag and have an effective speed of 11 knots. The captain, two deck officers, and the chief engineer must be French. The maximum passenger rates are fixed at 55c. per sea league for the first-class, 40c. for the second, and 20c. for soldiers and paupers.

According to the *Mainichi*, the Korean Government notified the British Acting Minister last month that the residence of Mr. McLeavy Brown and the control of the Customs business must be surrendered on or before the 31st of the month, as a preliminary to the cancellation of Mr. Brown's agreement, which is to be annulled when the loan affair is finally concluded. The loan affair is making no progress, it is added, but it is expected that a settlement will be effected when the Korean demands regarding Mr. Brown are complied with. It is stated by the *Asahi* that the arrival of the French cruiser *Pascal* in Chemulpo from Tokyo is understood to have some significance, and it is rumoured that more French warships are expected shortly.

The negotiations for the formation of a Cabinet by Count Inouye have for the present failed, says a Tokyo telegram of the 23rd ult. to the *Osaka Asahi*. Count Inouye has not succeeded in inducing the gentlemen he desired to include in the Cabinet to accept office, and the efforts of Marquis Yamagata and Marquis Ito to assist Count Inouye have proved fruitless. Yesterday morning Count Inouye called on Marquis Ito and informed him of his failure, and urged Marquis Ito to once more accept office, in which case he would be willing himself to take the Financial portfolio. In the afternoon Count Inouye called on Marquis Yamagata, Marquis Saigo, and Marquis Saionji, and informed them of the position. Marquis Ito, however, has absolutely declined the request of Count Inouye and has left Tokyo for Oiso. Count Inouye has decided to surrender his commission to form a Cabinet and has asked Marquis Saionji to present his decision to the Throne. The Premier waited upon the Emperor to-day and laid the decision of Count Inouye before His Majesty.

French papers state that the Russian squadron in the Mediterranean, after visiting France and Italy, proceeded to Spain and then to Greece.

Drs. Christopher and Stevens are expected shortly from England to make inquiries and investigations in India into the causes of malarial fever.

It is reported from St. Petersburg that Lieutenant-General Soukhotin, head of the Staff College at the Russian capital, has been appointed to the post of commander of all the Cossack troops in Siberia.

Among the latest arrivals in the Colony is Captain F. W. Harris, the A.D.C. to the Governor-General of the Philippine Islands, who is accompanied by Mrs. Harris. Capt. Taylor has taken a short leave to the United States.

The census returns show that Marseilles is now the second city of France, with a population of 494,760, which is an increase of 47,425 since 1896. Lyons, on the other hand, has decreased in population by 12,860 during the same period, and now has only 453,145 inhabitants.

Dr. Small of Illinois, U.S.A., has been experimenting with the X rays upon gems. He has discovered an infallible method of differentiating between imitation and real jewels. He finds that the genuine stones show only a faint trace on the skiagraph, while the false come out nearly black.

Comte Louis Joffre D'Abana, French Consul at Singapore, was last month in Selangor for the purpose of arranging for the participation of the Federated Malay States in next year's inter-colonial exhibition at Hanoi, and to gather materials for a report on the trade and commerce of the States generally.

Great activity is shown in fortifying the country along the coast at Patavia. It is intended to utilise pensioners as guards in these fortifications in time of peace. In time of war, the troops detached to garrison them will be held in readiness at Batavia to hasten to their posts at the first alarm. Another idea that has found favour is to encourage the growth of brushwood around the forts, so as to conceal them from the enemy.

An effort is being made, says the *Express*, to establish a daily newspaper in London which shall be the production of women in every particular, from pulp to distribution. Capital is ready for the enterprise, providing certain well-known literary women can be enlisted as editors. Sporting news will be done by women, as well as Politics, Parliament, Court, and Police. Man's handiwork will be allowed to appear nowhere except in the financing.

POLICE COURT.

Monday, 3rd June.

BEFORE MR. HAZELARD.

DUNK AND DISORDERLY.

James Langley, a coloured clerk, residing at the "Star" Coffee House, was charged with behaving in a disorderly manner on Sunday whilst drunk.

His Worship—Are you guilty or not guilty? Defendant—I don't know; I was blind drunk.

His Worship—What was the disorderly conduct?

An Indian constable said the defendant was shouting and creating a disturbance in Queen's Road Central.

His Worship (to defendant)—Any questions? Defendant—I don't remember anything, your Worship, so I beg the mercy of the court.

His Worship—Five dollars, or 14 days.

ASSAULT WITH A SHOVEL.

A native of Suva, a first-class fireman on the steamer *Jawa*, was charged with assaulting F. S. Will, chief engineer of the *Jawa*, on the 1st inst. at sea. A plea of not guilty was tendered by the defendant, whose only apparel was a shirt and pair of trousers.

The complainant stated in evidence that on Saturday morning he was called down to the stoke-hole about an injury to one of the boiler tubes. He gave orders for a tackle to be rigged up, but the work was so carelessly done that the tackle swung round and struck him on the ear.

Whilst he was reprimanding the man responsible for the work, the defendant came up behind and struck him, which he brandished over his head with a threat to chop the complainant's head off if he did not at once leave the stoke-hole. The complainant attempted to arrest the defendant, but he had to call for the assistance of other three men before this end was achieved.

Defendant—The complainant called me a pig. I did not strike him.

His Worship—One month's hard labour.

ANOTHER ROW ON THE "JAWA."

A coal-trimmer on the same steamer, also hailing from Suva, was charged with assaulting David Wilcox, fourth engineer, on the 31st ult. at sea. He likewise pleaded not guilty.

The complainant deposed that he ordered the defendant to leave the stoke-hole and to go into the engine-room. He refused, and picked up a coal-shovel, with which he attempted to strike the complainant, who closed and threw him.

Defendant—He is always striking me.

His Worship—One month, with hard labour.

A STRUGGLE IN A POLICE STATION.

Charles Stamm, a German seaman, was brought to No. 2 Police Station in a chair at half-past eleven on Sunday night. He was drunk, and had damaged the chair to the extent of fifty cents—damage he had to pay for. The man was very abusive, and in the charge room of the station caught Inspector Collett by the throat and attempted to throw him. With the assistance of a European constable and a Chinese sergeant interpreter, Stamm was ultimately locked securely away in a cell and left to his own reflections.

When charged, he said he did not remember, and was fined \$5.

GAMBLING.

Inspector Collett and a police party raided a house on the second floor of 140, Queen's Road East on Sunday, and arrested thirteen men and one woman who were found gambling.

The woman and two of her male companions were fined \$15 for being keepers of a common gaming house; the remainder, for playing \$2 each. All implements of gambling found were forfeited.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

GENERAL NEWS.

LONDON, 2nd June, 5.5 p.m.

ITALIAN QUEEN'S DAUGHTER NAMED.

The infant daughter of the Queen of Italy has been named Yolanda Margherita.

THE QUEEN OF HOLLAND.

Queen Wilhelmina of Holland has been staying at Potsdam, and proceeded to Schwerin yesterday.

MACAO.

[FROM OUR CORRESPONDENT.]

Macao, 3rd June.

THE POSITION OF MACAO.

It is some little time since any "notes" on Macao have been contributed in the *Daily Press*, and little wonder. A city of comparatively little present-day commercial importance, possessing no attractive harbour and no shipping, and of doubtful strategic value to its possessor, affords but scanty matter of interest for regular contributions from a press correspondent. As a landmark in the history of foreign intercourse with China, however, it occupies a unique position. It is the very first European colony in the East. It was founded long before the great Powers of the present day found themselves in the humiliating circumstance of having to *kowtow* before the "Son of Heaven." And it has now for the period of three hundred and fifty years been tenaciously held as the great colonial diadem in the crown of Portugal, whose prowess by land and sea, directed first in overcoming the natural elements, then against the piratical hordes that terrorised the southern seaboard of China, and then the covetous eyes of the Dutch, is so faithfully and so vividly recounted under the title of "Macao's Deeds of Arms" (by Mr. C.A. Montalto de Jesus in *T'ie China Review*). As a link in the chain of history between the West and the East, therefore, Macao can never fail in its chain, and as such it seldom fails to attract visitors to its shores who chance to be touring in the East.

OUR VISITORS.

Macao's news, as can readily be appreciated, can only relate to its municipal affairs, so to speak, pure and simple. Even these in a city of such small dimensions with a population not quite one-fifth of that of Hongkong, and is devoid of interest excepting to the people of the Colony. Occasionally a distinguished visitor is seen here, and now and again the representative in Hongkong of the British Sovereign comes over to Macao. Recently Sir Henry, accompanied by Lady and Miss Blake, were here. They made a short stay. Although of a purely private character, this and like visits can always be pleasantly associated with a perfect *entente cordiale* existing between the principals of two friendly nations. The Hon. F. H. May, C.M.G., and family are now with us. Macao's hospitable shores, with its picturesque scenery and invigorating sea-breeze, ever offer to its visitors a cordial welcome.

OUR TWO GREAT QUESTIONS.

Two questions of some general interest are exciting attention among the electors of Macao. One is that of education and the other the nomination of a new board to replace the retiring members of direction of the Santa Casa da Misericordia.

At a meeting of the members of the Society for the Promotion of Education of the Macanese, held on the 2nd inst., a new committee was elected. It is composed of Messrs. C. R. Assumpcao, P. J. de Luz, S. Noronha, F. P. Leitao, with Mr. P. Nolasco da Silva as president; Mr. F. X. M. de Souza, secretary; and Mr. J. Ribeiro, treasurer. It is a singular but nevertheless reassuring fact that, notwithstanding that the resources of the colony are meagre, the colonists have ever been alive to the necessity of providing ample means for instructing the young. To this end the above society has now been formed for some years.

EDUCATION IN MACAO.

While on the subject of education, it may be interesting to record that the *Real Senado* also maintains two schools—one for boys and the other for girls. Admission to these schools is free. It provides the schools out of municipal funds, with a competent staff of teachers. The Senate has had under consideration a fresh set of draft rules; they have been carefully drawn up, and are a decided improvement upon the old code. They practically set forth the entire curriculum of studies from the first (or infant class) to the highest (or sixth) standard. The subjects specified comprise: Christian doctrine, Portuguese language, copy writing, arithmetic, the elements of Euclid, geography, history of Portugal, drawing, and gymnastics. It is a noteworthy feature that the use of the English "line upon line" copy-book is to be adopted for use in the schools. The text-books for the study of English are to be Jacob Bonasab's and the first and second "Royal Readers." It will be seen that the subjects taught under the direction of the *Camara* are much on the same lines with the subjects prescribed under the grant-in-aid code obtained in Hongkong, with the natural difference that in Macao the education is given in the Portuguese instead of in the English language. In the local code are embodied also a set of rules for the guidance of the teachers. It should be mentioned that the Escola Central do Sexo Masculino and the Escola Central

do Sexo Feminino, as the municipal schools are called, are quite distinct from the Lyceu—maintained by and at the cost of the Government, for which the Senate contributes yearly \$4,000—or of the institution conducted by the Jesuit Fathers, and known as the Collegio de San José. With reference to the Lyceu it may be mentioned in passing that popular feeling is to abolish it altogether, and the saving effected by its abolition be appropriated towards the improvement of the municipal schools. The reasons urged for such a sweeping measure being that it has not justified its existence by any good results. The number of pupils attending the Lyceu during the last school year was only sixteen. The teaching of English, French and German is alleged to be purely theoretical, with no prospective practical value. Objection is also entertained against the system of drawing upon the public service for officers to act as professional masters; and lastly, class-hours fixed to suit the convenience of the masters appear to be wholly unsuited to the students themselves.

A BOARD ELECTION.

The question of the election of the new board of management of the Santa Casa da Misericordia has imparted to it on the present occasion an element of more than ordinary interest. It has ever been so whenever the office of *Provedor*, who really represents the fountain-head of the executive as well as the administrative functions of the corporation, has been contested. Shortly, the members will be called to ballot for the new board, and it is rumoured that one party is agitating for the suppression of the present *Provedor*, Mr. P. Nolasco da Silva, in favour of its own nominee. Without in any way suggesting even the faintest idea of disparagement towards the proposed *Provedor*, it is to be regretted if his party should succeed in removing the present incumbent from office. Synchronously with the appointment of Mr. Nolasco da Silva the finances of the institution have witnessed an improvement quite unparalleled in the whole history of its long existence. Mr. Silva enjoys the reputation of being a level-headed man of business. His practical acquaintance with the system of successful financing prevailing in the neighbouring colony seconded by the funds with which the Society's officers have been timely enriched by the lottery, has been the means to place the Society in a position to extend its hand of succour in cases of need and destitution now practically for all time. His opponent has not the means, and his calling does not afford him the opportunity of acquiring the vast knowledge and experience already possessed by Mr. Nolasco, who in addition is more conversant with the daily needs, habits and customs of the people for whom the Society was first called into existence in 1596. The return last week of Mr. A. J. Basto, barrister, from India and Portugal, once again places the presidency of the corporation into this gentleman's trusty hands.

In a future contribution I hope to furnish your readers with a more detailed account of the good work the Society has been doing in such a quiet, unostentatious way in a colony where the work of disinterested individuals, voluntarily performed, have not until now been adequately acknowledged in public print.

SUPREME COURT.

Monday, 3rd June.

IN ADMIRALTY JURISDICTION.

BEFORE HIS HONOUR SIR JOHN CARLING, K.T., C.M.G. (CHIEF JUSTICE), AND COMMANDER BLACKBURN, R.N., AND CAPTAIN G. C. ANDERSON, ASSESSORS.

THE RECENT "HANGSHOW" "OLENYOLE" COLLISION.

Judgment was delivered yesterday in the cross-action by The China Navigation Company, Limited, against the steamship *Glengyle*, and by Messrs. J. J. Francis, K.C. (instructed by Messrs. Johnson, Stokes & Master), and Mr. E. H. Sharp (instructed by Messrs. Deacon & Hastings) appeared for the *Glengyle* and the *Glengyle* respectively.

His Lordship said that having regard to the necessity for a speedy disposal of this case, he proposed to deliver an oral judgment, reserving the right, if necessary hereafter, to place the judgment in writing. There was no great conflict of evidence between the parties on most of the points of the case, and the principal points upon which there was conflict were the question of the true boundaries of the Northern fairway and the question of whether one short blast or two long blasts was or were blown by the *Glengyle*. On the first point, there was some difficulty created by the inaccuracy of the provision contained in the schedule of the Merchant Shipping Ordinance, 1891. There was no doubt that the provisions of the Ordinance with regard to the boundaries of the Northern fairway were repugnant to one another, or, rather, repugnant to the provisions of the Ordinance as dealing also with the Central fairway. The result of this manifest inconsistency in the Ordinance was that a vessel in the Central fairway might fly either the blue (Northern fairway) pennant or the white (Central fairway) pennant, and she could not be held responsible in law as being wrong for flying either of these pennants. The Central fairway was in fact by the Ordinance both Central and Northern fairway. According to the evidence before the Court, his Lordship was satisfied that in practice the Central fairway had existed in accordance with the provisions of the Ordinance, but the Northern fairway had, in practice, come to be defined by the Northern boundary of the Central fairway—roughly speaking the line of buoys which formed the southern boundary of that fairway and started from it to the ground or channel which was crossed on the port of the *Glengyle* anchorage, which lay between the Northern fairway and the Central fairway. Vessels anchored in it at their discretion subject, he supposed, to the regulations of the Harbour Office. This appeared to have been the practice for some twelve or thirteen years. The masters of both ships had been navigating to this Colony for some fourteen years. The master of the *Glengyle* (Capt. Darke) said he was aware of the custom. Captain Pearce, of the *Hangchow*, said he was aware of it. Captain Pearce, of the *Hangchow*, said he was aware of it. Captain Pearce, of the *Hangchow*, said he was aware of it. Captain Pearce, of the *Hangchow*, said he was aware of it.

tell an untruth, but, at the same time, he (his Lordship) must say that the preponderance of evidence was that this had been the practice. It was common ground to both parties that this was a navigating channel. The Acting Harbour Master said that vessels navigated through that channel at their own risk. There was not a true fairway, but he made it quite plain that a vessel was not wrong in going through that channel. The question then arose as to the flying of the pennant. Undoubtedly, the *Hongchow* was flying the blue pennant. She alleged that she was going up that channel, treating it as part of the Northern fairway. The *Hongchow* had come down that channel, and as soon as she entered it she hauled down the blue pennant and flew no pennant at all. According to the Harbour Office she was right in doing so, but according to Captain Pearce, of the *Hongchow*, she was wrong in so doing, but his Lordship did not think on the whole that that fact really brought about this collision, or contributed to bring it about. Captain Pearce, in his examination-in-chief, said: "The house flag on the *Glengyle* was flying at the main. She had no flag at the fore. I did not specially just then look for anything at the fore. I did not look out at the time to see whether her screw was moving." In other words, his Lordship thought Captain Pearce made it look plain that he did not at the time attach much importance to that point. The non-flying of the blue pennant was not a fault as the matter went, and the *Glengyle* could not be held to blame on that account. It was alleged on the part of the *Glengyle* that the *Hongchow* was long blast, one when the *Hongchow* first came in sight, and the other about two minutes before the collision took place, and between these two blasts there was a short blast given by the *Hongchow*. The *Hongchow* people said that they did not hear the first of these blasts, and in regard to the second blast they said it was not a long blast, but was a short blast. The meaning of that short blast would be according to the regulations that the *Glengyle* was going to starboard. His Lordship accepted the statement of the *Glengyle* and the evidence on the point clearly showed that the *Hongchow* then had gone to starboard. His Lordship then proceeded to deal with the allegations made by each ship in their preliminary notes, and also the arguments of counsel. First of all with regard to the question of the look-out, he was advised by his assessors that an efficient look-out was not kept on board the *Hongchow*, and if such a look-out had been kept, it would have been seen that the *Glengyle* was under way. There were two or three points admitted by witnesses for the *Hongchow*, which went to show that a proper efficient look-out was not kept on board the *Hongchow*. The first and most important was the mistake that was made as to the position of the *Glengyle*. The master of the *Hongchow* said that he took the *Glengyle* to be at the South P. and O. buoy, and the *Glengyle* to be at the North P. and O. buoy. This was not so, for, as a matter of fact, the *Hongchow* was at the South P. and O. buoy and the *Glengyle* was coming by the Messageries buoy. This was a palpable mistake and probably caused the collision, because he was steering in the channel which he really did not mean to steer in. Then again, if Mr. Bridgecock, of the *Glengyle* going past the *Empress* off the *Kowloon*, the *Hongchow* could see her coming past the *Empress* towards her. This further went to show that a careful look-out was not kept by the *Hongchow*. His Lordship was not kept by his assessors that, if the *Glengyle* had been moored with that tide running, a very moderate outlook would have shown that the anchors were fast. He was also advised that the *Hongchow* did not keep out of the way of the *Glengyle* as she was required to do by Article 19 of the Regulations for Preventing Collisions at Sea. She had the *Glengyle* on her starboard bow, and it was her duty in these circumstances to keep out of the way. She did not do so, and must be held to blame on that account. Under Article 20 she must not attempt to cross the head of the *Glengyle*, and on that ground she was also to blame. It was alleged in the preliminary acts that the *Hongchow* did not slacken her speed or stop or reverse her engines according to the requirements of Article 23. His Lordship made no finding on that point. She did stop and reverse but too late to avoid collision. His assessors advised him also that the *Hongchow* did not keep that side of the channel which was required by Article 25. Her duty clearly was to keep on the starboard side of the channel. She did not do so, and was to blame. Therefore she was to blame for having broken that rule of navigation. He was also advised by his assessors that, even at the time when Captain Pearce said collision was inevitable, he really could with proper care and skill have gone to the other side of the *Glengyle*. It would have been possible to avoid the collision by the manoeuvre of letting go the port anchor and putting the helm hard to starboard, which would have swung the *Hongchow* round. As regarded the case of *Glengyle*, the assessors found that an efficient look-out was kept. Then as regarded her not flying the blue pennant it was not necessary, according to the custom of the port, to fly pennant while navigating this particular channel. The *Glengyle* had the right of navigating down this anchorage, and therefore could not be held to blame in coming up in the way she did to her buoy. The last point made against the *Glengyle* was that she did not stop and reverse full speed astern. His Lordship confessed that he was a good deal impressed with the arguments of Mr. Francis, who supposed a handman would take a very different view of this kind. He was advised that the *Glengyle* did right, bearing in view the stringency of Article 21 and the position she was then in. The assessors advised him that it would not have been a prudent or safe course for the *Glengyle* to go astern earlier than she did. Had the assessors tendered different advice to him on that point, he probably would have taken it also because there was no doubt that the collision would have been averted had the *Glengyle* gone astern earlier than she did. He was inclined, however, to think, and did think, that the assessors were right. His view was that a master of a vessel was bound as a last resort to do what he could to avoid collision, and in this case the *Glengyle* did endeavour to avoid collision by going astern, and it would not, he was advised, have been a safe and seamanship manoeuvre to have done it earlier. The assessors advised him that the *Glengyle* did everything that was right and proper in the circumstances, and that she contributed to the minimising of the collision. The result of these findings was that the *Hongchow* must be held solely to blame for this collision, and there must be a reference to the Registrar, assisted by merchants, to ascertain the extent of the damages to the *Glengyle*. The *Glengyle* would also have her costs in the action.

LATEST STEAMER MOVEMENT.

The M. M. Sydney has been delayed in Saigon. She left that port on Sunday, the 2nd inst., at noon, and may be expected here on Wednesday, the 5th inst., a.m.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE PLAGUE.

TO THE EDITOR OF THE "DAILY PRESS."

3rd June.

SIR.—Reviewing the past, contemplating the present, and forecasting the future state of affairs with regard to the plague which has been prevalent every year in this Colony since 1894, and the sanitary measures adopted hitherto without much effect, I beg to set forth certain suggestions to the Government and the general public for their favourable consideration; and these suggestions are merely drafts of my own opinion, which leave ample room for improvements and alteration.

This epidemic so far is a problem without a solution; even the highest class of medical professors are only beating about the bush to search for its proper remedy, and by lingering on in this manner myriads of lives have succumbed to the epidemic and myriads yet must fall victims in the time to come. Without arriving at the key of the cure, let us introduce the best means of prevention.

The preventive measures which I am about to suggest are very simple. If the Government and people and general public will co-operate, I am positive that the number of cases will be reduced to quite a minimum.

The British Government, as is manifest to her whole universe, is the most liberal towards her own subjects; there is very little or no doubt that she will not hesitate to meet the expenses to be paid for the general benefit of her colonial inhabitants, and for such requirements as are absolutely necessary for their well-being.

The Colony has flourished with rapidity through the Chinese, coming from all parts of China. Although from a general point of view they are not considered the most important portion of the population of this Colony, but by majority and reality they are. Since they are, there ought to be more consideration shown them as has not been heretofore.

It should be the duty of every individual residing in this Colony to endeavour to sponge out the germs of the plague. Out of this population there are only two divisions of men, the Government and the general public; and the duties of these divisions are enumerated as under:—

The Duties of the Government (and the Sanitary Board).

1. That a committee of a wide scope should be at once elected to consider the drainage system and the building ordinance.

2. That the Chinese should be granted the privilege to convey the sick and the dead to their native places at their option, as according to their religion it causes them to commit a serious sin to leave the remains of their parents in a foreign land without removing them to their ancestral home. Since they have this idea, they will contrive the best means they can to smuggle the corpses away in a most abominable fashion, and by so doing it is certainly very pernicious to the public health. The Government should at once wire home for this permission without a moment's hesitation.

3. That the poor people should be roughly compensated for the articles destroyed on account of plague by the Government or by public subscription.

4. That an efficient number of doctors should be employed by the Government, whose sole duties are to go round so many hours daily to examine the drainage of every locality and the rubbish at every corner of the street and in every house to see if there are plague germs about before they have a chance to develop.

5. That officers should be engaged to kill rats in the best way possible, as it is generally the case that when a plague-stricken rat is found within a house cases of plague to human beings follow.

6. That officers should be employed to see that the drains of every house are kept clean, and that the iron grating at the entrance of every drain is fastened in such a manner as will prevent the rats from entering.

7. In a district declared infected by plague, no removal from one house to another should be allowed unless under the supervision of a Sanitary Board officer, whose duty it is to see that the furniture is disinfected, as it is quite positive that no person would remove unless there is something wrong with the house.

8. That qualified men should be employed to distinguish plague from other sicknesses, and not as is generally the case now—unwell people being dragged to the hospital merely on suspicion. Even in true cases of plague, the sufferer's relatives should be allowed to accompany the patient to the hospital and attend to his wants. The patients now dread to enter the hospital owing to the death average being too high, and this shows the lack of care by the hospital attendants.

9. That anyone suffering from plague or other infectious disease should be allowed to remain in the same house with a few attendants for treatment by a European doctor, providing that the other inmates of the same house will leave the premises at once. At present the Chinese have an idea that to go to the hospital means death, and the fear alone is enough to kill them.

10. That a locomotive with disinfectants and boiling water should go through the streets by turns daily, and that the authorities should insist upon the inmates of every house having their wooden beddings and mats thoroughly washed. This will do away with all the bugs and lice which are likely to spread the disease.

11. During the prevalence of plague, public houses of assembly, such as show-rooms and theatres, should be closed, or have the number of their frequenters limited.

The Duties of the General Public.

1. Have all the furniture shifted from its position once a month for the purpose of floor cleaning and disinfecting. This specially

applies to Chinese houses and foreigners' servants' quarters.

2. Furnish every house with a rat-trap or keep a cat for the purpose of exterminating rats; as the rats are the most dangerous agents which spread the epidemic. Once a dead rat is found in the house, measures must be taken at once to disinfect the house and the occupants must leave the premises for a few days.

3. Wash the drains with a little disinfectant daily with plenty of water, have all useless odds and ends removed from the house. The contention of some Chinese is that the disinfectants kill the rats and cause the plague; but it is not so. If one uses the same quantity of disinfectants daily all the year round one will find the rats alive and kicking during the cold months when there is no plague, and they only die during the plague season.

4. As a prevention from serious illness one should consult a doctor at once when he feels out of sorts; and when the doctor declares that he has got the plague he should at once go to the hospital for treatment and should not feel downhearted, as courage and strong will very often bring about recovery. Plague develops surprisingly quick, and it should be treated before it becomes critical or is too late.

In conclusion, I am of opinion that if the Government (and the Sanitary Board) will harmoniously work together with the general public, mutually assisting each other with energy and effort, matters will be simplified. At the present moment the Chinese are murmuring that the laws of the Government with regard to plague are too biased and severe.

SEER.

TO THE EDITOR OF THE "DAILY PRESS."

3rd June.

SIR.—On Wednesday, 25th May, you kindly published some queries I put to yourself and your readers.

To-day (Monday) "Civilisation" assures me that most of my surmises are correct, and there are other plague scandals I have not touched upon. I should be obliged indeed if "Civilisation" will tell your readers and myself what these other scandals are, for I take it that such serious queries as put in your issue of the 25th of May would have been refuted if it were possible, even by the deaf and dumb tin gods, were it only for the sake of their jobs. The whole history of the medical care taken by the deputies of H.M. King Edward VII. of his British subjects when stricken with the plague will be pretty reading for His Majesty and others interested. Yours, etc.

INQUIRER.

TO THE EDITOR OF THE "DAILY PRESS."

3rd June.

SIR.—H.E. the Governor recently suggested that plague patients might be treated at their own homes, but the Sanitary Board disapproved of the idea. I would, therefore, be interested to know why it is that Mr. Collins, of Casino Road, has been allowed to be treated at his home. If such is possible, under what conditions can one obtain this privilege? Also, not long ago, Inspector Reidie of the Sanitary Board, who had contracted plague, was treated at the Government Civil Hospital instead of being sent to the Kennedy Town Plague Hospital?

May I ask whether anyone else who is unfortunate enough to be attacked by the disease can be treated at the Government Civil Hospital instead of having to go to the undesirable place at Kennedy Town?

I would be obliged if some of your readers, or perhaps a member of the Sanitary Board, would kindly satisfy my inquisitiveness. Yours, etc.

FAIRPLAY.

[A Sanitary Board bye-law provides that a patient can be treated in his own home—if he is isolated and no one else but the nurse occupies the building.—ED. D.P.]

HONGKONG RIFLE ASSOCIATION.

Undertaken are the best scores made on Saturday in the Short Range Cup competition. Mr. Horley recorded his first win—the leading man not being an aspirant for cup honours—

	200	500	600	Handi-	To-
	yds.	yds.	yds.	cap.	tal.
* C. A. Ormsby	27	34	26	12	99
* H. Horley	30	38	32	—	95
* Q.M.S. Wallace, R.E.	32	31	31	—	94
A. Watson	29	33	31	—	93
A. Mackenzie	27	35	30	—	92
J. Cramer	28	34	28	—	90
* Brown	31	32	31	—	88
Ar.-Sgt. Blair	29	27	26	6	88
J. J. Andrews	29	27	29	—	85
Sgt. Bowery, R.E.	27	29	29	—	85

* Winners of spoons. + Winner of cup.

HONGKONG VOLUNTEER CORPS.

The May shoot of "C" Machine Gun Company for the "Kewick" Caps resulted as follows. There were no spoons.

	200	400	500	Handi-	To-
	yds.	yds.	yds.	cap.	tal.
Sergeant Sherwin	25	33	22	9	88
Bomb. Shoobred	29	33	25	—	85
Sergeant Smith	28	33	13	10	75
Corporal Gloy	29	33	13	10	75
Sergeant C. Lee	16	14	14	21	65

EXPORT CARGOS.

Per steamer *City of Peking*, sailed on the 1st May for San Francisco.—1 case silk goods. For Acapulco.—1 case silk goods. For Corinto.—1 case silk goods. For La Libertad.—4 cases silk goods. For Champerico.—2 cases silk goods. For Guayquil.—3 cases silk goods. For New York.—2 cases silk goods, 15 bales raw silk.

Per steamer *Gaelic*, sailed on the 7th May. For San Francisco.—10 cases silk goods. For La Libertad.—1 case silk goods. For La Union.—2 cases silk goods. For San Jose de Guatemala.—1 case silk goods. For Panama.—18 cases silk goods. For Guayquil.—1 case silk goods. For Whitehall.—30 bales waste silk. For New York.—153 bales raw silk.

Per steamer *China*, sailed on the 25th May. For San Francisco.—8 cases silk goods. For La Libertad.—1 case silk goods. For Champerico.—1 case silk goods. For Panama.—7 cases silk goods. For Guayquil.—11 cases silk goods. For Caliao.—4 cases silk goods. For New York.—7 cases silk goods, 164 bales raw silk.

THE RESOURCES OF MANCHURIA.

An interesting article recently appeared in the *Algemeine Marine-Korrespondenz* of the resources of Manchuria, of which the following is an extract:—

Manchuria shows a great variety of climate and vegetation in different places, according to their position on the sea or the varied conditions of the soil. Beside the representatives of the northern fauna—bear, sable, o. c.—we find also the animals of the torrid zone, such as the tiger, antelope and others; and in like manner the vegetation shows the greatest diversity.

The granary of Manchuria is the valley of the Sungari, in which principally wheat is cultivated, of which millions of pounds are annually exported via Harbin, to Provinces of the country are the North-east and sections, east of the Chingrai mountains, and the part between the Nen and the Sungari, the former consisting of salt steppes, the latter of rich agricultural country when compared with the neighbouring Russian provinces, for Manchuria not only feeds its own population, but exports a good deal to its powerful neighbour. Especially flourishing is the culture of vegetables, tobacco, and silkworms. Cattle-breeding, moreover, is so extensively carried on that the Russians import much cattle from Manchuria. For transportation purposes on the railroads, Manchuria is largely developed if the administration of the country were improved.

In minerals the country is very rich. Gold is found almost throughout the whole country, and the deposits are worked in many places since the Government permitted mining to be undertaken by private individuals. Silver is found near Inkon and also in other parts, even in the neighbourhood of Port Arthur. Salt is abundant, and the exportation of it is a Government monopoly.

The coal-deposits of Manchuria are extensive. They are found not only along the whole track of the great railway, but also in the south not far from the sea, so that the coal may easily be shipped, an important factor for the ruling Power. For China the coal-mines of Liaotung and those in the bay of Port Adams have been until now the most favourably situated. It needs no prophet to predict a great future to the country on account of its mineral resources. For the country is as rich in iron as it is in coal. Industries are as yet in their infancy, while trade, which so far has been badly hindered by high and arbitrary taxes, is now being developed, and the completion of the railroad. Until now it has been principally confined to waterways, which like the Sungari, penetrate deep into the middle of the country.

Manchuria is thus a country with great prospects for industry and trade. Whether the Russians are in a position to develop its natural resources and exploit the treasures in its soil need not be here discussed. It may be remarked, however, that in the coastal districts other foreigners seem to be active, if the complaints of the Russian press may be relied upon.

THE BISMARCK ARCHIPELAGO MASSACRE.

Australian papers give particulars of the attack by the natives of New Britain, Bismarck Archipelago, upon the German scientific party, of whom the leader, Mr. Mencke, and his secretary, Mr. Caro, were speared to death. The scene of the outrage was a small island in the Bismarck Archipelago called St. Matthias Island. The news of the massacre was conveyed to New Britain by the yacht *Eberhard*, in which the expedition had proceeded to the group. According to the report received by the *Eberhard*, it appears that the party, accompanied by a number of native boys, landed on the island, whilst the yacht proceeded to a neighbouring place for provisions. They remained there for a day or two without molestation, but about 7 o'clock one morning they were attacked on all sides by the natives, who speared them to death. The party were unable to defend themselves, as they were engaged cleaning their weapons at the time of the attack, of which fact it is believed the natives had been apprised. Those who escaped took refuge in the house of a trader near by, until the return of the *Eberhard*, when they were taken on board. When the *Mercury* left the islands, the *Eberhard* was at anchor at Herberishobe, awaiting instructions, the matter having been reported to the authorities in Germany: Mr. J. M. Forsyth, a merchant and planter, who arrived by the *Mercury*, gave a detailed account of the massacre.

The occurrences took place on the Sunday before Easter. The expedition was organised by Mr. Brande Mencke, a millionaire of Hanover, Germany, and comprised, besides that gentleman, Dr. Heinrich, a scientific expert, another doctor who subsequently returned to Germany, Mr. Caro, and another white man, besides the captain and the usual crew of a yacht. The expedition was organised for the purpose of exploring certain of the islands of the archipelago, to collect curiosities and birds.

The expedition proceeded to St. Matthias Island in the yacht *Eberhard* (a beautiful little craft formerly known as the *Princess Alice*), in January last, and decided to form a camp there. St. Matthias Island, by the way, is an island about 40 miles in circumference, consisting of one great high mountain sloping to the sea. It has one good harbour, but it is only this year that it has been developed for trading purposes. The natives are a very wild race, and for that reason the island has been let severely alone for some time; but a notion was forced that by the exercise of ordinary caution a trading station might be opened there.

The expedition from the *Eberhard* eventually landed, and fixed their camp on the south side of the island, the intention being to work a working base from which the smaller expeditions could branch out at intervals. The whites were accompanied by 40 friendly natives, and the intention was to begin with bird shooting.

The natives of the island appeared to be very friendly up till the morning of the attack. On that date, at 7.15 a.m., Dr. Heinrich was speaking to another white man in the tent, when a police boy made his appearance, and asking Mr. Caro, informed him that the natives were about to attack the place. As the latter had appeared so friendly, however, not much importance was attached to the boy's story, and he was told to give them some tobacco, and make friends with them. Ten minutes after the attack was made upon the tent, the whites were not prepared for it, either, for they had taken their rifles to pieces a few hours previously for the purpose of cleaning them. They relied on their revolvers, and as fate would have it, these were very defective in many instances, so the cartridges were defective, and they failed to be of any reasonable service to the besieged.

Three of the party were speared through the tent, Mr. Caro dying almost immediately.

Mr. Mencke, who was about to rise to his feet, received a nasty wound close to the breast-bone, and others in the legs, and died after being taken to a trading station. Mr. Caro's body was taken away by the natives. Fourteen natives were killed.

As to the cause of the outrage, it seems that the natives took offence at the members of the expedition cutting down a number of their cocoa-nut trees, which were somewhat scarce. They did not understand that they would be compensated for their loss.

After the trouble, the property of the expedition was conveyed to New Britain. The bodies which were found were buried at another island.

HOW THE ATTACK WAS MADE.

Another account from New Britain by the North German liner *Nuen Tug* states that on Sunday morning the party, including about 30 of the crew, had pitched their tent on the island, when one of the natives reported that the cannibals were coming down to make an attack. Little notice was taken of this warning and five minutes later the tent was lifted from all sides, and fully 100 spears thrown at the occupants. Mr. Caro, the secretary, received five spears, and died immediately. The owner of the yacht, Mr. Mencke, was struck by three spears, and mortally wounded. He died two days later. The leader of the expedition, Dr. Heinrich, killed a cannibal with the last shot in his revolver, and just escaped being speared. Altogether fourteen of the cannibals were killed by the yacht's party, and the remainder of the savages—numbering fully 100—then fled to the bush. The *Eberhard* lost six of its crew, besides the owner of the yacht and the secretary, Captain R. Ulrich, the master of the *Eberhard*, was formerly in the North German Lloyd service, being an officer of the mail steamer *Manchen*.



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12, QUEEN'S ROAD.
Hongkong, 15th May, 1901. [618]

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CALIBRE 7.63 m.m.
With CHAMBER for 10 CARTRIDGES.
FIRING 10 SHOTS in 3 SECONDS.
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Hongkong 3rd October, 1900. [75]

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W. S. BAILEY, M.E. MECH. E.
E. O. MURPHY, WH. SO. A.M.E. MECH. E.
Hongkong, 4th January, 1901. [13]

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Hongkong, 31st August, 1897. [372]

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBROUGH, LONDON AND STRAITS.

THE Steamship

"GLENLOCHY"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out as soon as the Goods are landed.

Goods not cleared by the 4th June will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamers' arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW.

Hongkong, 29th May, 1901. [1373]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PROMETHEUS"

are hereby notified that the *Glengyle* is being discharged into Craft, and landed at the Godowns of the Hongkong & Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 31st inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. Goods undelivered after the 4th June will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 6th June.

No Fire Insurance has been effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th May, 1901. [15]

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"STRASSBURG"

Captain Madsen, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Unders

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	REMARKS	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL.	COROMANDEL	Brit. str.		F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 8th inst., at Noon.
LONDON	DARDANUS	Brit. str.			BUTTERFIELD & SWIRE	On 11th inst.
LONDON	GLACIARY	Brit. str.		J. S. Stevenson	McGREGOR BROS. & GOW	On 25th inst.
LONDON	JAPAN	Brit. str.		C. C. Talbot, R.N.R.	P. & O. S. N. Co.	On 28th inst.
LONDON	PHOEBUS	Brit. str.			BUTTERFIELD & SWIRE	On 29th inst.
LONDON	RHODES	Brit. str.			BUTTERFIELD & SWIRE	On 10th July.
LIVERPOOL, PORTS OF CALL.	HAMBURG	Brit. str.		P. Magin	MELCHERS & CO.	On 13th inst., at Noon.
SHANGHAI, &c., via PORTS OF CALL.	SOCOTRA	Brit. str.		T. Hide, R.N.R.	P. & O. S. N. Co.	On 14th inst., at Daylight.
SHANGHAI, &c., via PORTS OF CALL.	SHINANO MARU	Jap. str.		G. E. T. Cook	MESSAGERIES MARITIMES	On 17th inst., at 1 p.m.
SHANGHAI, &c., via PORTS OF CALL.	NATLAL	Jap. str.		Houis	NIPPON YUSEN KAISHA	On 28th inst., at Daylight.
SHANGHAI, &c., via PORTS OF CALL.	HITACHI MARU	Jap. str.		G. Anderson	HAMBURG-AMERIKA LINIE	On 6th inst.
SHANGHAI, &c., via PORTS OF CALL.	SARINA	Ger. str.		Pastow	HAMBURG-AMERIKA LINIE	On 12th inst.
HAYRE & HAMBURG via FOCHOW	WITTENBERG	Ger. str.		Hempel	HAMBURG-AMERIKA LINIE	On 25th inst.
HAYRE & HAMBURG	NURNBERG	Ger. str.		Schmidt	HAMBURG-AMERIKA LINIE	On 28th July.
HAYRE & HAMBURG	SAMBIA	Ger. str.		Ghezzi	SANDER, WIEBER & CO.	On 15th inst.
TRIESTE, &c., via PORTS OF CALL.	HILLOLEN	Brit. str.			DODWELL & CO. LIMITED	On 14th inst.
NEW YORK via PORTS & SUEZ CANAL	GLACIARY	Brit. str.			McGREGOR BROS. & GOW	On or about 20th inst.
NEW YORK via SUEZ CANAL	INDRANI	Brit. str.			JARDINE, MATHESON & CO.	On 25th inst.
NEW YORK via SUEZ CANAL	ARABIA	Brit. str.			SHEWAN, TOMES & CO.	Quick despatch.
NEW YORK via SHANGHAI, &c.	L. SCHEPP	Brit. str.		R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 12th inst.
VANCOUVER, via SHANGHAI, &c.	ATHENIAN	Brit. str.		H. Moratti, R.N.R.	CANADIAN PACIFIC R. CO.	On 7th inst.
VICTORIA, B.C., & TACOMA via SHANGHAI, &c.	BEARHAWK	Brit. str.		W. Watt	NIPPON YUSEN KAISHA	On 10th inst., at 1 p.m.
VICTORIA, B.C., & TACOMA via SHANGHAI, &c.	INDRANI	Brit. str.		J. W. Ekstrand	SHEWAN, TOMES & CO.	On or about 10th inst.
PORTLAND (OR.)	NIPPON MARU	Jap. str.			TOYO KISEN KAISHA	On 11th inst., at Noon.
SAN FRANCISCO via SHANGHAI, &c.	PEHU	Brit. str.			PACIFIC MAIL S. S. CO.	On 18th inst., at Noon.
SAN FRANCISCO via SHANGHAI, &c.	BELOIAN KING	Brit. str.			BUTTERFIELD & SWIRE	On 20th inst.
SAN DIEGO, &c., via MOJIL, &c.	CHANGA	Brit. str.			NIPPON YUSEN KAISHA	On 28th inst., at 4 p.m.
AUSTRALIAN PORTS	ROSEHAWK	Jap. str.		S. Tate	NIPPON YUSEN KAISHA	On 7th inst., at Noon.
YOKOHAMA DIRECT	TOKA MARU	Jap. str.		S. J. G. Parsons	NIPPON YUSEN KAISHA	On 7th inst., at Daylight.
KOBE & YOKOHAMA	KANAGAWA MARU	Jap. str.		St. John George	NIPPON YUSEN KAISHA	On 21st inst., at Daylight.
KOBE & YOKOHAMA	SANO MARU	Jap. str.		J. Mackenzie	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.		W. Thompson	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
MOJIL, KOBE & YOKOHAMA	KAGOSHIMA MARU	Jap. str.		A. E. Moses	BUTTERFIELD & SWIRE	To-morrow.
WEIHAUWET & TIENTSIN	KWEIYANG	Brit. str.		K. Kori	P. & O. S. N. Co.	On or about 2 p.m.
SHANGHAI, &c., via PORTS OF CALL.	JAYA	Brit. str.		G. W. Gordon, R.N.R.	MESSAGERIES MARITIMES	On or about 7th inst.
SHANGHAI, &c., via PORTS OF CALL.	SYDNEY	Brit. str.		Amber	P. & O. S. N. Co.	On 12th inst.
SHANGHAI, &c., via PORTS OF CALL.	CHUBAN	Brit. str.		C. L. Daniel	MESSAGERIES MARITIMES	On 6th inst., at Daylight.
SHANGHAI, &c., via PORTS OF CALL.	MAIDZURU MARU	Jap. str.		K. Suzuki	MESSAGERIES MARITIMES	On 9th inst.
ANPING, via SWATOW & AMOY	ANPING MARU	Jap. str.		S. Atsumi	MESSAGERIES MARITIMES	To-day.
FOCHOW via SWATOW & AMOY	DAIIN MARU	Jap. str.		T. Ogata	BUTTERFIELD & SWIRE	To-morrow.
TAMSUI via SWATOW & AMOY	KAIFONG	Brit. str.			JARDINE, MATHESON & CO.	On 6th inst., at 4 p.m.
ILOILO & CEBU	SUNGKIANG	Brit. str.			SHEWAN, TOMES & CO.	On 7th inst., at 5 p.m.
MANILA & ILOILO	YUNSIANG	Brit. str.			BUTTERFIELD & SWIRE	On 10th inst.
MANILA	PERLA	Brit. str.			P. & O. S. N. Co.	On or about 6th inst.
MANILA	CRASOMIA	Brit. str.			CANADIAN PACIFIC R. CO.	On 12th inst., at Noon.
YAP SAIPAN, GUAM, PONAPE, &c.	LOUIS J. KENNY	Amr. schr.		D. Costa	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
BOMBAY via SINGAPORE & PENANG	BORMIDA	Ital. schr.		M. Yagi		
BOMBAY via SINGAPORE & COLOMBO	MIKE MARU	Jap. str.				

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
HAMBURG (Hamburg-Amerika Linie)	THURSDAY 13th June
SACHSEN	THURSDAY 27th June
KLAUSCHOU (Hamburg-Amerika Linie)	THURSDAY 11th July
BAYERN	THURSDAY 25th July
STUTTGART	THURSDAY 8th August
KONIG ALBERT	THURSDAY 22nd August
PRINZESS IRENE	THURSDAY 5th September
PRINZ HEINRICH	THURSDAY 19th September
PREUSSEN	WEDNESDAY 2nd October
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 16th October
SACHSEN	WEDNESDAY 30th October
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 13th November
BAYERN	WEDNESDAY 27th November

ON THURSDAY, the 13th day of June, 1901, at Noon, the Steamship "HAMBURG,"

of the NORDDEUTSCHER LLOYD, Captain P. Magin, with MALES, PASSENGERS, GEAR, SPECIE AND CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 11th June, Cargo and Space will be received on Board until 5 p.m. on WEDNESDAY, the 13th June, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 13th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 30th May, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
BEAUMAR	3,601	W. Watt	June 7th
DUKE OF EIFE	3,821	J. S. Cox	June 28th
OLYMPIA	2,937	J. Truebridge	July 16th

The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, 23d.

Excellent accommodation. First-class Table. Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, 4th.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night. TACOMA to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG to VICTORIA AND TACOMA, 23d.

The best route to the Klondyke Gold Fields. Frequent sailings from VICTORIA and TACOMA to DYNA and St. MICHAEL.

Rates of Passage to other Ports on application.

A special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.

Hongkong, 7th May, 1901.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY. Twin Screw Steamships—5,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

"EMPEROR OF CHINA" Comdr. E. Archibald, R.N.R. WEDNESDAY, 5th June, 1901. "EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 26th June, 1901. "EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 17th July, 1901.

The magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey.

An make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from the PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAN" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, leaving Hongkong as follows: "ATHENIAN" Comdr. H. Moratti, R.N.R. About WEDNESDAY, 12th June. "TARTAN" Comdr. G. D. Bowles, R.N.R. About SATURDAY, 6th July.

Taking Cargo and Passengers for all points in CANADA and UNITED STATES.

In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3rd to their Cabin European Passengers, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 16th May, 1901.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI, MOJIL, KOBE AND YOKOHAMA	J. W. Gordon, R.N.R.	2 p.m. 4th June	Freight or Passage.
SHANGHAI	CHUBAN	About 7th June	Freight or Passage.
LONDON, &c.	COROMANDEL	Noon, 8th June	See Special Advertisement.
MARSEILLES AND LONDON	SOCOTRA	About 15th June	Freight only.
LONDON	JAPAN	About 29th June	Freight or Passage.

Hongkong, 3rd June, 1901.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

STEAMERS	DESTINATIONS	SAILING DATES
KANAGAWA MARU	KOBE and YOKOHAMA	FRIDAY, 7th June, at DAYLIGHT.
TOKA MARU	YOKOHAMA (DIRECT)	FRIDAY, 7th June, at NOON.
S. J. G. Parsons	YOKOHAMA, B.C. and SEATTLE, U.S.A. via SHANGHAI, KOBE, MOJIL and YOKOHAMA	MONDAY, 10th June, at 4 p.m.
KAGA MARU	MARSEILLES, LONDON, and BARROW, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 14th June, at DAYLIGHT.
SHINANO MARU	MOJIL, KOBE and YOKOHAMA	TUESDAY, 18th June, at NOON.
KAGOSHIMA MARU	KOBE and YOKOHAMA	FRIDAY, 21st June, at DAYLIGHT.
SADO MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 21st June, at NOON.
YAWATA MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 21st June, at NOON.
A. E. Moses	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 28th June, at DAYLIGHT.
MIKE MARU	SYDNEY and MELBOURNE, via MANILA THURSDAY ISLAND, TOWNVILLE and BEIRUT	FRIDAY, 28th June, at 4 p.m.
M. Yagi		
HITACHI MARU		
G. Anderson		
ROSETTA MARU		
N. Tate		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 3rd June, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRINITE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
SARINA	HAYRE & HAMBURG via FOCHOW (Calling at Singapore)	On 6th June Freight or Passage.
WITTENBERG	HAYRE, BREMEN & HAMBURG (Calling at Singapore and Colombo)	On 12th June Freight.
NURNBERG	HAYRE & HAMBURG (Calling at Singapore)	On 25th June Freight.
SAMBIA	HAYRE & HAMBURG (Calling at Singapore)	On 25th July Freight.

For further particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

Hongkong, 3rd June, 1901.

SHIPPING.

ARRIVALS.
June 3, CHINGWU, British str., 2,517, H. W. N. Eyden, Singapore 20th May, General.
June 3, JARDINE, British str., 1,287, T. P. Hall, Taku and Weihaiwei 28th May.
June 3, AMARA, British str., 1,556, Mattock, Singapore 20th May and Bangkok 27th.
June 3, PERLA, British str., 1,287, G. Blaxland, Manila 31st May, General.—SHEWAN, TOMES & CO.
June 3, TOKA MARU, Jap. str., 3,610, S. J. G. Parsons, Shanghai 31st May, General.—NIPPON YUSEN KAISHA.
June 3, KWEIYANG, British str., 1,042, Outbridge, Canton 3rd June, General.—BUTTERFIELD & SWIRE.
June 3, TIENTSIN, German str., 1,002, Sanders, Canton 3rd June, General.—ARNEOLD, KARBURG & CO.
June 3, CHINGWU, British str., 2,600, J. E. Williams, Sydney 15th May.
June 3, TIENTSIN, British str., 1,250, Armistead, Swatow 2nd June, General.—BUTTERFIELD & SWIRE.

CLEARANCES.
At the Harbour Master's Office.
3rd June.
Hailong, British str., for Haiphong.
Hong Bee, British str., for Swatow.
Choyang, British str., for Shanghai.
Kaiyong, British str., for Iloilo.
Whampoa, British str., for Shanghai.
Hewerich, British str., for Jeana.
Compania de Filipina, Amr. str., for Manila.

DEPARTURES.
June 2, MALPOMEN, Aust. str., for Bombay.
June 2, CARDIUM, British str., for Yokohama.
June 2, THALES, British str., for Swatow.
June 2, LOS, French str., for Europe.
June 3, CHOYANG, British str., for Shanghai.
June 3, HONG BEE, British str., for Swatow.
June 3, SHONG LEONG, British str., for Amoy.
June 3, HAILONG, British str., for Haiphong.
June 3, SELBERG, German str., for Canton.

VESSELS IN DOCK.
ABERDEEN DOCKS.—*Unserviceable.*
Kowloon DOCKS.—U.S.S. Bennington, Burnside, Union, Iris, Athenian, Decartes, Juno, Natuna, St. Enoch.
COSMOPOLITAN DOCK.—Colonies, Simongan, Fathian, München.

SHIPPING REPORTS.
The British steamer *Perla*, from Manila 31st May, had fine weather and smooth sea.
The British transport *Haiching*, from Taku and Weihaiwei 28th May, had light winds and fine weather.
The British transport *Chingta*, from Sydney 15th May, had fine weather with smooth sea throughout.

VESSELS PASSED ANKER.
May 10, Danish barquette, *Ragnhild*, Bonnellyck, for Hongkong.
May 10, Amr. 4 m. barque, *Astral*, Dunham, from New York for Shanghai.
May 11, British str., *Yuzana*, Sanders, from London for Batavia.
May 12, Amr. ship, *Helen A. Wynna*, from the West.
May 13, Dutch str., *Salak Sharp*, from Rotterdam for Batavia.
May 13, Dutch str., *Soembawa*, Penanga, from Amsterdam for Batavia.
May 13, Dutch str., *Prinses Analtia*, Potier, from Batavia for Amsterdam.
May 13, French barque, *Georges Valentine*, Herbert, from Dunkirk for Haiphong.

VESSELS ON THE BERTH

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA THE Company's Steamship

"PERLA,"

Captain Geo. Blaxland, will be despatched as above on FRIDAY, the 7th inst., at 5 p.m.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN TOMES & CO., General Managers.

Hongkong, 3rd June, 1901.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.

THE Company's Steamship

"SYDNEY,"

Captain Aubert, will be despatched for the above ports on or about TUESDAY NEXT, the 4th June.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 29th May, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship

"AIRLIE,"

Captain St. John George, will be despatched as above TO-MORROW, the 5th June, at Noon.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 1st June, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above ports on TUESDAY, the 5th June, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 4th June, 1901.

FOR YAP SAIPAN, GUAM, PONAPE, AND THE EASTERN CAROLINE ISLANDS.

THE Vessel

"LOUISE J. KENNY,"

will be despatched for the above ports on or about 6th June.

For Freight, apply to B. J. BARLOW, Agent.

Queen's Buildings.

Hongkong, 4th June, 1901.

THE OSAKA SHOSHEN KAISH

VESSELS ON THE BERTH.
OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"GLAUCUS"	On 11th June.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 14th June.

FOR	STEAMERS	TO SAIL
LONDON	"DARDANUS"	On 11th June.
LONDON	"MACHAON"	On 25th June.
LONDON	"PROMETHEUS"	On 9th July.
LIVERPOOL, DIRECT	"RHIPUS"	On 10th June.

(Taking Cargo at London Rates)

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 20th April, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
MANILA and ILOILO	"SUNGKIANG"	On 5th June.
ILOILO and CEBU	"KAIKONG"	On 4th June.
WEIHAIWAI and TIENTSIN	"KWEIYANG"	On 5th June.
PORT DARWIN THURSDAY		
LAND, COOKTOWN, TOWN	"CHANGSHA"	On 10th June.
SVILLE, BRISBANE, SYDNEY		
LAUNCESTON & MELBOURNE		
MANILA	"CHANGSHA"	On 10th June.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd June, 1901.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS.
P. & O. SOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, CONTINENTAL AND AMERICAN
PORTS.

THE Steamship

"COROMANDEL"
Captain T. W. Vihari, R.N.R., carrying His
Majesty's Mails, will be despatched from
Bombay, on SATURDAY, the 8th June,
at Noon, taking passengers and cargo for
the above ports.Suez and Valparaiso, all cargo for France, and
Tos for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transhipment.Parcels will be received at this Office until 4
p.m. the day before sailing. The contents and
value of all packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.For further particulars, apply to
H. A. BUTCHIE,
Superintendent.

Hongkong, 29th May, 1901.

NAVIGAZIONE GENERALE ITALIANA
(FLORIO AND RUBATINO UNITED
COMPANIES).STEAM FOR BOMBAY VIA SINGAPORE
AND PENANG.Having connection with Company's Mail Steam-
ers to ADEEN, SUEZ, PORT SAID, MENA, SUEZ,
NAPLES, LEBRON, and GENOA, also VENICE
and TRIESTE, all MEDITERRANEAN, ADRIAT-
IC, LEVANTINE and SOUTH AMERICAN
PORTS up to CALAIO.Taking Cargo at through rates to PERSIAN
GULF and BAGDAD, also BARCELONA,
VALENZA, ALICANTE, ALMERIA and
MALAGA.

THE Steamship

"BORMIDA"
Captain D. Costa, will be despatched as above on
WEDNESDAY, the 12th June, at Noon.
At Bombay the steamer is discharging in
Victoria Dock.For further particulars regarding Freight
and Passage, apply toCARLOWITZ & CO.,
Agents.

Hongkong, 30th May, 1901.

THE OSAKA SHOSSEN KAISHA,
LIMITED.FOR ANPING (VIA WATOW AND
AMOI).

THE Company's Steamship

"MAIDZURU MARU"
Captain K. Sudo, will be despatched for the
above ports on WEDNESDAY, the 12th
June.For Freight or Passage, apply to
THE NITSUI BUSSAN KAISHA,
Agents.

Hongkong, 30th May, 1901.

REGULAR STEAMSHIP SERVICE TO
NEW YORK

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"HILLGLEN" 14th June
"LOWTHER CASTLE" 30th June
"HEATHBURN" About 17th July
"HUDSON"
"JUPITER"
"SATSUMA"Calling at MANILA.
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 24th May, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbour—
CLAYBURN, British str., J. Barker.—Dodwell
& Co., Ltd.
COMPANIA DE FILIPINA, Amr. str., D. Migue.
Orts.—Brandao & Co.
EVIE J. RAY, American barque, Kater.—
Sander, Weller & Co.
RANZA, British str., Amr.—Standard Oil Co.
SEA-WITCH, American ship, Howes.—Master.

VESSELS ON THE BERTH.

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO; CENTRAL AND SOUTH AMERICA AND EUROPEVIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th Aug., at Noon.
"DOBIC"	THURSDAY, 14th Aug., at Noon.

THE P. M. S. S. Co.'s Steamship "PERU" will be despatched for SAN FRANCISCO
via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and
HONOLULU on TUESDAY, the 18th June, at Noon, taking Freight for Japan, the
United States and Europe.
Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break their journey at any point en route.Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of the United States or Canada. Rates may be
obtained on application.Passengers holding through ORDERS TO EUROPE have the choice of the Overland
Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN
PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.Passengers holding orders for OVERLAND CITIES in United States have between
San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of
the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials
located in Asia, and to European officials in the service of the Governments of China and Japan.TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only)
are granted and will apply only to Missionaries, members of the Naval and Military
Services, and to Consular and Diplomatic officials of Governments of China and Japan.RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid
full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and
re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months,
will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original
port of embarkation.Passengers who do not hold round-trip tickets but who have paid full-class fare from the
United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port
of call for return voyage at any time within twelve months, will be allowed a reduction of ten per
cent. from fare to San Francisco or Honolulu.Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to
San Francisco, to Atlantic and Inland Cities of the United States, &c. Overland Railway, to
Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the
Companies' and connecting Steamers.Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages
will be received at the Office until 5 p.m., same day; all Parcel Packages should be marked to
address in full; value of same is required.Consular Invoices to accompany each shipment of Cargo or Parcel (value at \$10) gold
or silver, destined to points beyond San Francisco in the United States, should be sent to the
Company's Office, addressed to the Collector of Customs, San Francisco.Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is
less than \$100 U.S. gold.For further information as to Passage and Freight, apply to the Agency of the Companies,
Queen's Building.

Hongkong, 3rd June, 1901.

GEO. ECKLEY,

ACTING AGENT.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTES FRANCAIS.

NOTICE

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMB, BOMBAY, ADEEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.LONDON, HAVRE, BORDEAUX,
ALSO
PORTS OF BRAZIL AND RIVER PLATE.ON MONDAY, the 17th June, 1901, at
1 p.m., the Company's Steamship
"NATAL," Captain Bonis, with Mails,
Passengers, Specie and Cargo, will leave this
port for MARSEILLES via BOMBAY.This Steamer connects at COLOMB with
the S.S. Armand Behic, which vessel takes on her
Passengers and Mails leaving that port on the
29th instant direct to Suez, Port Said and
Marseilles.Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 p.m.
Specie and Parcels until 3 p.m. on the 16th
June. (Parcels are not to be sent on board;
they must be left at the Agency's Office). Con-
tents and Value of Packages are required.For further particulars, apply at the Com-
pany's Office.G. DE CHAMPEAUX,
Agent.

Hongkong, 4th June, 1901.

THE UNITED STATES AND CHINA
JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI"
will be despatched for the above port on or
about 25th June, 1901.
For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 17th May, 1901.

"GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLENHARRY"
Captain J. S. Stevenson, will be despatched as
above on the 28th June.
For Freight or Passage, apply to
McGREGOR BROS. & GOW,
Agents.

Hongkong, 30th May, 1901.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.IN CONNECTION WITH THE
ATLANTIC, TOPEKA AND SANTA FE
RAILROAD CO.PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO.VIA INLAND SEA OF JAPAN AND
HONOLULU.TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "BELGIAN KING" About 20th June.

THE Steamship "BELGIAN KING" will
be despatched for SAN DIEGO and
SAN FRANCISCO via MOJIL, KOBE and
YOKOHAMA on or about 20th June.Through Bills of Lading issued to any point
in the United States.
Cargo will be received on board until 5 p.m.
the day previous to sailing. Parcel Packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.Consular Invoices, to accompany Cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th May, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENHARRY"
Captain Warner, will be despatched as above on
or about the 20th June, 1901.
For Freight or Passage, apply to
McGREGOR BROS. & GOW,
Agents.

Hongkong, 18th May, 1901.

SHEWAN TOMES & CO.'S NEW YORK
LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA"
will be despatched for the above port on or
about 1st August, 1901.
For Freight or Passage, apply to
SHEWAN TOMES & CO.,
Agents.

Hongkong, 15th May, 1901.

HONGKONG.

Airle, British steamer, 2,500, George, May 28.	Gibb, Livingston & Co.
Amara, British str., 1,558, Matlock, June 3.	Jardine, Matheson & Co.
Anping Maru, Jap. str., 1,038, Atsumi, June 1.	Mitsui Bussan Kaisha
Athenian, British str., 2,444, Mowatt, April 8.	C. P. R. Co.
Benvenich, Brit. str., 2,164, Thomson, May 26.	Gibb, Livingston & Co.
Bruemer, British str., 2,316, Watt, May 24.	Dodwell & Co., Limited
Brand, Norw. str., 1,520, Throssen, June 1.	Chinese
Barnside, Amr. str., 1,400, Lafflin, April 14.	U.S. Government
Chingwo, British str., 2,517, Evans, June 3.	Jardine, Matheson & Co.
Chiyeun, Amr. str., 1,211, Shesman, May 26.	Chinese
Compania de Filipina, Amr. str., 707, Orts,	April 3, Brandao & Co.
Elita Nossack, Ger. str., 1,161, Bruhn, May 18.	East Asiatic Trading Co., Limited
Elsa, German str., 1,702, Schonwandt, May 13.	Jebsen & Co.
Empress of China, British str., 3,003, Archibald,	May 23, C. P. R. Co.
Hanoi, French steamer, 768, Pannier, June 1.	A. R. Marty
Java, British steamer, 2,632, Gordon, June 2.	P. & O. S. N. Co.
Kaitong, British str., 1,024, Pennefather, May	24, Butterfield & Swire
Kwaiyang, British str., 1,062, Outerbridge, May	27, Butterfield & Swire
Lycos, German steamer, 1,238, Lehmann,	May 23, Siemens & Co.
Marie Johnson, Ger. str., 1,700, Hommet, May	30, Jebsen & Co.
Monkton, German str., 850, Muller, May 31.	Molchers & Co.
Munchen, German str., 4,601, Krebs, May 28.	Molchers & Co.
Natuna, German str., 453, Dartling, May 28.	Molchers & Co.
Nippon Maru, Jap. str., 3,437, Greene, May 31.	Toyo Kisen Kaisha
Nesen Tung, German str., 1,311, Schonberg,	May 31, E. A. Trading Co., Limited
Pelayo, British steamer, 1,100, Frynn, May 31.	G. McElin
Porla, British str., 1,284, Blaxland, June 3.	Shewan, Tomes & Co.
Pira C. Kiao, Brit. str., 1,011, Morris, June 2.	Molchers & Co.
Raja Buri, German str., 1,189, Ahlborn, May 30.	Molchers & Co.
Sania, German str., 2,052, Pactow, May 31.	Hamburg-America Linie
Simonsen, Dutch str., 1,818, Sandman, April 18.	Chinese
Sunkiang, British str., 1,021, Moore, June 1.	Butterfield & Swire
Tientsin, British str., 1,250, Armistead, June 3.	Butterfield & Swire
Titania, German str., 1,258, Kratzfeldt, May 22.	Jebsen & Co.
Tosa Maru, Jap. str., 3,610, Parsons, June 3.	Nippon Yusen Kaisha
Tsintau, German str., 1,002, Sanders, May 22.	Arnhold, Karberg & Co.
Universe, Norw. str., 1,635, Egenes, May 27.	Order
Whampoa, British str., 1,109, Laver, May 21.	Butterfield & Swire
Wongkok, German str., 1,108, Buller, May 28.	Butterfield & Swire

SAILING VESSELS.

Celest Bull, British ship, 1,764, Jeffry, May	29, Order
Erle J. Ray, Amr. barque, 658, Kater, May 24.	Sander, Weller & Co.
Louise J. Kony, Amr. sch., 135, Olsen, Mar.	30, Master
M. de Villars, French bark, 1,171, Rional, May	31, E. A. Trading Co., Limited
Sardia, American sch., 240, Hayner, May 31.	Order
Sea Witch, Amr. ship, 1,172, Howes, Feb. 21.	Master
Susan, British bark, 1,212, Guthrie, May 17.	Master
Val of Doon, British bk., 717, Petersen, May 28.	Sander, Weller & Co.

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during each month.Mr. W. T. Threlkeld Dyer, F.L.S., C.M.G.,
Assistant Director of Kew Gardens, writing of
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pository of everything relating to the economic
botany of the East."For the sale of plants, seeds, machinery, im-
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GUNS and their Subsequent Use
with the
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R.N. CB.CAPTAIN A. H. LIMPUS, R.N.
(of H. M. S. Terrible).The book is printed on art paper, and illus-
trated with coloured maps and sketches.

Price 1s. 6d. and 1s. 10d.

THE WEATHER.

CHINA COAST METEOROLOGICAL
REGISTER, 2nd JUNE, P.M.

1. East 15 Wind

[illegible]

3rd June.

MERCHANT STEAMERS.
The P. & A. steamer *Indravelli* arrived Yokohama on the 21st inst., and left for this port on the afternoon of the 22nd ult.
The N. G. I. steamer *Burmida* left Singapore for this port on the 23rd ult., and may be expected here on or about the 4th inst.
The N. Y. K. steamer *Kaga Maru* (American Line) left Yokohama for this port on the 25th ult. and is expected to arrive here on the 4th inst.

The N. Y. K. steamer *Kanagawa Maru* (European Line) left Singapore for this port the 29th ult., and is expected to arrive here the 5th inst.

The N. P. steamer *Queen Adelaide* sailed from Yokohama for this port on the 30th ult.

The N. Y. K. steamer *Katsushima Maru* (Bombay Line) left Bombay via Singapore for this port on the 24th ult., and is expected to arrive here on the 14th inst.

The Barber Line steamer *Heathburn*, from New York, left Singapore on the 23th ult. for Manila, Hongkong and Japan.

The C. & O. steamer *Belgian King* left Singapore for Japan and Hongkong on the 2d April.

The N. P. steamer *Glenesk* sailed from Tientsin for Java and Hongkong on the 27th ult.

STEAMERS LEAVING THE CANAL.
OUTWARD.—33rd April.—*Blaney, Benmore*.
25th April.—*Causton, 30th May*.—*Drom-
man, Auchaneries, Heathburn*. 3rd May.—*Ed-
—Maria Valorie, Maria, Lindesdale, R*.
cross. 8th May.—*Abenja, 10th May*.—*Al-
bay, Cozel, Obongore*. 14th May.—*Benlaur*.
New, Glaucus, Hudson, Sydney, Samsen.
17th May.—*Fintshire, Marburg, Alms*.
Fruader, Illec, Keshore, Isagore, Isagore,
Keshore, Keshore, Keshore, Keshore,
Dunston, Wurdard. 24th May.—*Is-
Hyson, Sade Mar, Ism, Roushan, Shir*.
26th May.—*Silesia (German), Pioneer*.
May.—*Benelder*.
HOMeward.—21st May.—*Camin, Salvie, E*.
May.—*Agacumun*. 31st May.—*Yas*.
Trieste, Ajaz.

ARRIVALS AT HOME.—31st May.—*Frin-
dent, Annon, Teatulas, Matcya*.

Per *Tosa Maru*, from Shanghai, for Manila, Mr. S. J. Rand.
Per *Hatchery*, from Taku, &c., Major-General Cammings, D.S.O., Lieut.-Col. Retallick, Mr. Williams, Capt. Fwedlick, Capt. Walker, Mr. Delaunay, Capt. James, I.M.S., and Lieut. Leicester, I.M.S.
Per *Perla*, from Manila, Capt. and Mrs. Harcourt and child, Mrs. Tate, Miss Ariguelto, Mr. E. Jorge, Col. ochran, Messrs. H. Lockman, J. Rodriguez, E. Rodriguez and two children, U. S. Snarey, U. P. Akers, Fyfe, Brown, J. and

New Amoy Dock Co., Ltd.	0,000	\$04	\$81	35 per cent. for 1909	\$221.
Longs, MOTRIS & BUILDERS					
Hongkong Land Investment & Agency Co., Ltd.	50,000	\$100	\$100	Final 70 on account 190.	\$190, sellers
Kee Leen Land & B. Co.	6,000	\$50	\$30	\$130 for 1901	\$40, sales & sellers
West Point Building Company, Limited	12,500	\$50	\$50	Final \$1.75 on acct. 1900	\$56, sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	10 p. ct. for half year ended 30/12/1903	\$12, sellers
Oriente Hotel, Manila	7,000	\$50	\$30	8 p. ct. for year 31.12.0	\$80, sellers
Hamphreys Est. & Fin. Co.	100,000	\$10	\$10	5 per share for 1900	\$131, sellers
COTTON MILLS.					
Ewo Cotton Spinning and Weaving Co., Ltd.	17,500	Ts100	Ts100	34 p. ct. for per cent. ending 31/10/1907.	Ts. 50, buyers
Internat'l Cotton Mfg. Co., Ltd.	10,000	Ts100	Ts100	3 p. ct. on account 93	Ts. 40
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,700	Ts100	Ts100	3 p. ct. on account 93	Ts. 56
Soy Chee Cotton Spinning Company, Ltd.	2,000	Ts500	Ts500	3 p. ct. for 1900 shares	Ts. 325
Yahong Cotton Spin. & Weaving Co., Ltd.	7,500	Ts100	Ts100	3 p. ct. for 31/12/07.	Ts. 25
Hongkong Cotton Spinning & Dyeing Co., Ltd.	12,000	\$100	\$100	None	\$71, buyers
MISCELLANEOUS.					
Green Island Cement Co.	100,000	\$10	\$10	8 p. ct. for 1900	\$19, sellers
China Borneo Co., Ltd.	7,500	\$30	\$15	25 per cent. for 1900	\$33, sellers
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	10 p. ct. for 70 cents	\$161, sellers
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	23 p. ct. for 1900	\$122, buyers
Hongkong and China Gas Company, Limited	30,000	\$10	\$5	70 cent. per share	\$434, buyers
Hongkong Tropic Mfg. Co.	10,000	\$50	\$50	10 p. ct. for 1901	\$135, buyers
Geo. Fenwick & Co., Ltd.	4,000	\$25	\$25	120 per cent. for 1900	\$160, sales & buyers
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	10 p. ct. for 1900	\$35, sellers
Hongkong High-Level Tramway Co., Ltd.	1,250	\$100	\$100	10 p. ct. for 1900	\$115, buyers
Ik-Suen Water-boat Co., Ltd.	7,500	\$10	\$7	10 p. ct. for 1900	\$71, buyers
Dairy Farm Co., Ltd.	10,000	\$71	\$3	10 p. ct. for 1900	\$71, buyers
Hk. & China Bakery Co., Ltd.	800	\$50	\$39	15 p. ct. for 1901	\$50
Campbell, Moore & Co., Ltd.	1,200	\$10	\$10	10 p. ct. for 1901	\$20
Bell's Asbestos & Agcy., Ltd.	10,000	\$10	\$1	None	\$10
United Asbestos Oriental Agency, Limited	9,900 only.	\$21	\$4	7 p. ct. share for year 1900	\$15, buyers
Tebrau Planting Co., Ltd.	100 fadoms	\$10	\$10	10 p. ct. for 1900	\$21
La Favoura, Limited	20,000	\$20	\$3	None	\$3, sellers
Mortgage Co., Ltd.	50,000	\$20	\$10	10 p. ct. for 1900	\$99, buyers
Watkins, Limited	10,000	\$10	\$10	10 p. ct. for 1900	\$99, buyers
Universal Trading Co.	50,000	\$20	\$20	10 p. ct. for 1900	\$109, buyers
China Light & P. Co., Ltd.	17,000	\$20	\$20	10 p. ct. for 1900	\$10, nominal
Robinson Piano Co.	3,200	\$50	\$50	10 p. ct. for 1900	\$31, nominal
CIGAR COMPANIES.					
Alhambra, Limited	200	\$500	\$500	20 p. ct. for 1900	\$150, buyers
La Commercial, Limited	200	\$500	\$500	10 p. ct. for 1900	\$500, buyers
La Favorita, Limited	750	\$100	\$100	None	\$100, buyers
La Favorita, Limited	130	\$500	\$500	10 p. ct. for 1900	\$750, buyers

1901. 1901. 1901.

NOW READY.

MAIL TABLES.

THE Card published at the *Daily Press* Office is containing

English Mails, homeward and outward	"
French	"
German	"
Canadian	"
Parcel Post	"
Calendar for 1901	"

That is more information than is given on one printed in London for which fifty cents is charged. The price of the locally printed correct card is 20 cents on paper, 30 cents on cardboard. Supplied only for cash by *Daily Press*, 1000 Broadway, New York.

**SHIP CHANDLERS, SAIL MAKERS,
GENERAL STOREKEEPERS,
No. 11, LEE YUEN STREET, EAST,
Hongkong, 25th July, 1901. [267**

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20 BORE CARTRIDGES.

16	"	"
12	"	"
10	"	"
8	"	"

**WM. SCHMIDT & CO.,
Gunsmiths.**

Hongkong, 3rd January, 1901. [1213

CHINA COAST METEOROLOGICAL
REGISTER, 2nd JUNE, P.M.

Barometer	29.9	Thermometer	68	Wind	W. by S.
Direction	W. by S.	Force	1	State of Sky	Partly Cloudy
Time of Day	10:30	Place	St. Louis	Remarks	Clear

MONROVIA HOTEL.

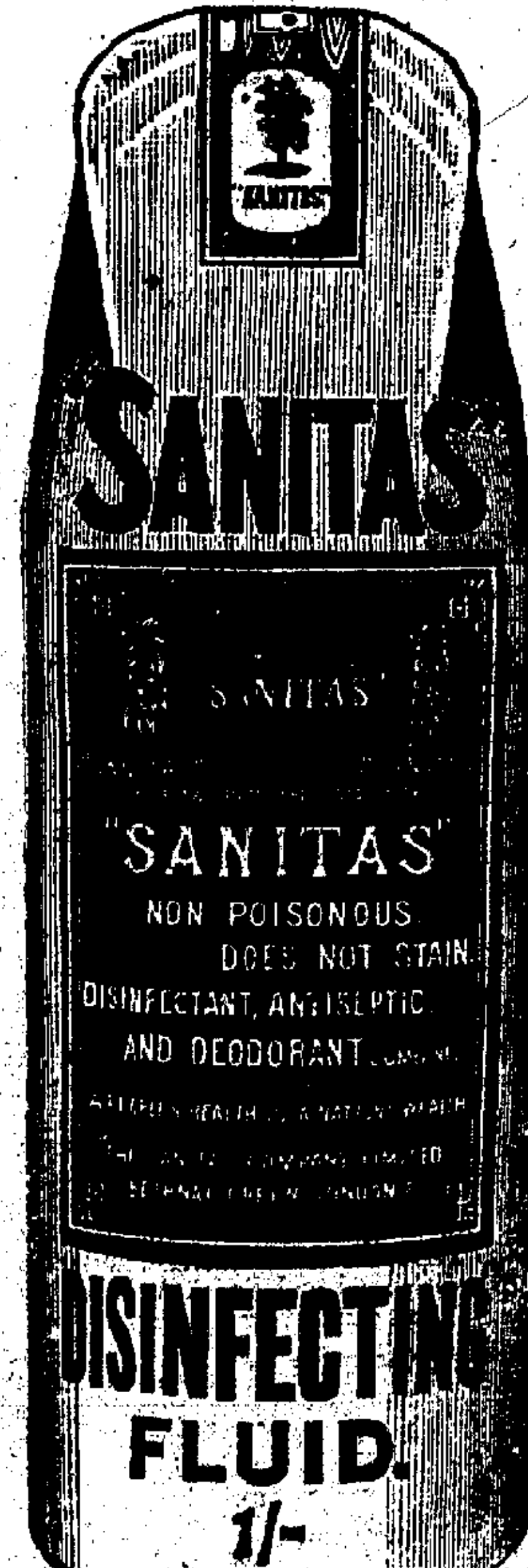
Mr. Andrews	Major Jeffreys, R.E.
Mrs. Angus	Mr. E. Johnson & wife
Mr. H. Arnold	Mr. & Mrs. E. S. Joseph
Mr. & Mrs. J. E. Ash-	Mr. E. A. Katsen
down and children	Mr. A. Kiene

On the 2nd at 11:45 a.m. the barometer has fallen on the Chinese coast, except in the South, and then the S. Philippines. A depression is probably situated in Japan, and a low pressure trough seems to be lying in the middle part of the China Sea and extending over the Pacific. Gradients slight for NE winds on China coast. Forecast—moderate N. E. winds; fair.

On the 3rd at 11:30 a.m. The barometer has fallen in N. and SE. coasts of China. The depression is probably moving NE. across Japan, and the low is probably in about 7 deg. Lat. still in the China Sea and Eastwards to the Pacific. Pressure over the NE coast of China. Gradients slight to for NE winds on the China coast. Forecast: winds; fair to showery.

HONGKONG REGISTER.		
	Previous day 6 p.m.	On date at 10 a.m.
Barometer	29.75	29.70
Temperature	82	80
Humidity	69	71
Direction of wind	ESE	E
Force	3	4
Weather	b _c	c
Rain		

Highest open air temperature on the 2nd.
 Lowest open air temperature on the 2nd.
 Hongkong Observatory, 3rd June.



ALSO Powder, Soaps,
Sulphur. (Fumigating) Candles
and all kinds of Disinfectants

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—LANCET, August 24th, 1906, p. 1.

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